





## Intimations.

**G. FALCONER, & Co.,**  
WATCHMAKERS AND JEWELLERS  
HOTEL MANSIONS

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF FINEST STATION PLATE, CUPS, BOWLS, ETC.  
FALCONER & Co. are also for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, BORD'S KEVIN'S NAUTICAL INSTRUMENTS.  
ADMIT AESTHETIC AND BOOKS

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & CO.,**

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, ETC., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.

**MEE CHEUNG & CO.,**  
ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs  
CAMERAS FOR HIRE.

**'SOLIGNUM'**

A Perfect Preservative Stain for Wood, Stone and Brickwork. It protects against  
decay, fungus, dry rot, the ravages of insects and vermin (especially white  
ants) and the action of the weather. 'Solignum' really does what is claimed for it,  
as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours.  
Prospectus and all information from  
**SIEMSEN & Co.,**  
(Machinery Dept.) HONGKONG, SOLE AGENTS.  
Hongkong, December 7, 1909.

**THE EASTERN CYCLE CO.**

HAVE JUST UNPACKED A LARGE CONSIGNMENT OF  
ENGLISH BICYCLES & ACCESSORIES  
OF THE BEST MAKERS.

**NEW BICYCLES**

FOR SALE AND HIRE.

REPAIRING ALL KINDS OF TYPEWRITERS.  
Sewing Machines, Gramophones, Phonographs,  
AND ALL SORTS OF MACHINERY.  
AT THE SHORTEST NOTICE.  
PRICES MODERATE.

**THE EASTERN CYCLE CO.,**

19, D'Aguilar Street, 3, Arsenal Street, Hongkong.  
9, Canton Road, Kowloon.

**WHITE ANTS.****AVENARIUS CARBOLINEUM**

THE BEST

**WOOD PRESERVATIVE.****30 YEARS' SUCCESS**

THE ONLY EFFECTIVE AND

**LASTING PROTECTION**

AGAINST

**WHITE ANTS.**

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

**MELCHERS & CO.**

**WELLINGTON KNIFE POLISH**  
**WELLINGTON SILVERSMITHS**  
**BLACK LEAD SOAP FOR CLEANING PLATE**  
**"POLYBRILLIANT" METAL POMADE**  
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS LIMITED, "WELLINGTON MILLS" LONDON.

**PREMIUM BONDS**

We are the largest Dealers in the world in these attractive securities.  
**WHAT ARE THESE BONDS?**

They are high-class and absolutely safe securities, payable to bearer, issued by the  
various Governments and Municipalities of Europe; they are redeemable at periodical  
drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very  
least, at their full nominal value.

**EASY PAYMENTS.**

We sell these Bonds singly or in combinations of the most advantageous ones,  
payable by convenient Monthly Instalments ranging from 15s. to £20.  
Write for Handbook, sent post free from:  
**MELVILLE, GLEN & Co.,** Bankers, 3, Rue de la Bourne, PARIS (France).

## Intimations.

**MITSUBISHI GOSHI KWAISHA**  
(MITSUBISHI CO.)**COAL DEPARTMENT.**

SOLE PROPRIETORS OF TAKA  
SIMA, OCHI, MUTABE, HOJO,  
NAMAZUTA, SAYO, SHINNEW  
and KAMUYAMADA Collieries.

SOLE AGENTS for KISHIDAKE, MI,  
YAO, and KISHI-KOMATSU Coals.

**HEAD OFFICE: TOKYO.**

BRANCH OFFICES:—  
Nagasaki, Moji, Karatsu,  
Wakamatsu, Kobe, Osaka,  
Shanghai, Hongkong, Hankow.

Tr. Addresses for above: \*TWANAKI  
Codes:—AL, ABO 5th Ed., Western Union.

**AGENCIES:**

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &  
Co.

MANILA: Messrs Macandray &  
Co.

For particulars, apply to  
**H. OISHI,**  
Manager,  
No. 2, PRINCE STREET,  
HONGKONG.

Hongkong, January 9, 1909.

**THE BIRD IN  
THE HAND**

(A BIRD IN THE HAND IS  
WORTH TWO IN THE BUSH).

"THE bird in the hand" to the  
neglect of the customer within  
the store. It requires some sort of  
attraction in the first place to get the  
customer there—about the best at-  
traction is a real live advertisement  
something good which will catch the eye  
and has been carefully written, artistically  
compiled and strikingly set up.  
Advertisements in the China Mail and  
Overland China Mail read the best  
look the best and give the best results.

Hongkong, April 12, 1910.

**THE DOGS' HOME.**

YAU MATI.

(NEXT TO THE DISPENSING STATION).  
WILL receive all STRAY DOGS from  
the Police, and open for SICK  
DOGS, DOGS OF OWNERS GOING  
ON HOLIDAY, and DOGS FOR SALE.  
European management. Reasonable terms.  
Persons claiming strays, wishing to buy,  
sell, or otherwise arrange for dogs should  
apply before 9 A.M. or after 5 P.M. to the  
MANAGER, c/o DISPENSING STATION,  
YAU MATI.

Hongkong, April 12, 1910.

**UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.****NOTICE TO SHAREHOLDERS.**

A FINAL DIVIDEND OF TWENTY  
DOLLARS per Share for the year  
1909 and an INTERIM DIVIDEND of  
THIRTY DOLLARS per Share for the  
year 1909, will be payable on THURSDAY,  
the 14th instant.

Shareholders may be had on application at  
the Office of the Society on and after that  
date.

By Order of the Board,  
**C. MONTAGUE EDE,**  
Secretary.

Hongkong, April 14, 1910.

**THE HONGKONG ELECTRIC CO.,  
LIMITED.****NOTICE IS HEREBY GIVEN**

that the  
GENERAL MEETING of the Share-  
holders will be held at the Company's  
Office, St. George's Building, on SATUR-  
DAY, the 30th April, 1910, at 12 o'clock  
NOON, for the purpose of presenting the  
REPORT of the Directors together with  
a Statement of Accounts to 28th February,  
1910, and electing Directors and Auditors.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from 16th to the  
30th April, 1910, both days inclusive.

By Order of the Board of Directors,  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, April 13, 1910.

**PATELL & CO.,**

Exporters & Importers

General Merchants

and

Commission Agents.

Hongkong and

Canton.

**HONGKONG'S GATEWAY.**

Plea for "A Noble Building."

(Continued from Page 5.)

**"WASTFUL AND SUPERFLUOUS LUXURY."**

Hon. Mr Osborne—Had this resolution

been brought forward in connection with

open spaces in the crowded districts of the

town, I would have given it my whole-

hearted support; but seeing that the land

in question, a valuable building site, is

literally surrounded by open spaces, the

Cricket and Parade grounds across the

road, the public square adjacent, and the

whole harbour in front, I think that to

transform it into a paltry, dower, patch,

when we already possess beautiful gardens

a short distance up the hill, would be an

act of wasteful and superfluous luxury;

indeed, the only benefit that would accrue

from such a misuse of the land would be to

give an aesthetic setting to the front of the

Hongkong Club. In regard to the second

reason that the land should be reserved for

future public buildings, the argument,

strikes me as being somewhat strained,

considering that we already possess suitable

offices for all public affairs excepting the

Police and Post, buildings for which are in

process of erection, and it is generally

believed, will in the fullness of time, be

ready for occupation. The Colonial Sec-

retary's Office and the Public Works

Department might perhaps with advantage

be located on the site, but I do not think

that under the present financial circum-

stances of the Colony the benefit of

such a change would justify Government

in sacrificing the large sum offered and

which will enable work to proceed on

more than one needed public improvement,

amongst which, as pointed out by your Ex-

cellency, are Statue Pier, Kowloon Pier, to

which I should like to add public bathing

grounds, Fishland West, and the improvement

of that picturesque wilderness known as

King's Park, Kowloon. The hon. member

who moved this resolution has reminded

us in public print of our duty to posterity.

I think we need no such reminder.

During the past 25 years, Sir, Hongkong

has never been out of the builders' hands;

almost everything we possess that makes

for progress, comfort and convenience

has been "provided" during the last

quarter of a century—Residence, Educa-

tion, Waterworks, Roads, public and private

Offices, Clubs, Hotels, Docks, Wharves,

Recreation grounds, Tramways, In-

dustrial buildings, Churches, Schools,

Hospitals, and finally the University,

for which we need no more to be said.

Excellency, testify with force and

eloquence to the manner in which residents,

whose working days are nearly over, have

benefited for the Colony's future to the

benefit of posterity rather than themselves.

With this in the memory of the Colony,

young men, a new chapter of its

history, and if the men who come after us

are able during the next 25 years to show

as good a record as this, then, Sir, pos-

terity will have even less cause than we

to-day to dwell on the finest site in

the Colony.

**MR. HEWITT'S VIEWS.**

Hon. Mr Hewitt—Your Excellency,

when the hon. member moved this resolu-

tion first and began to speak it appeared to

me there were several questions to which

I might venture to reply, but after the

very exhaustive manner in which your

Excellency has dealt with the whole ques-

tion, and after the manner in which the

hon. member on my right has spoken, very

little remains to be said. The only hesi-

tation I ever had in supporting the Govern-

ment in its proposal to utilise this particular

site for other purposes than a flower gar-

den was possibly that in the immediate

future the ground might be required for

Government offices. However, the

question has been very fully discussed

elsewhere. I have made it my business to

keep the subject very thoroughly, and I

believe there is no question at all that for

many years to come the sites at present

available to the Government are ample to

meet all the growing needs of this Colony.

Personally, I have not discussed the ques-

tion of this resolution to any great extent,

but I mix very freely all day long among

people representing all views of the Colony,

and I have not heard any particular ex-

pression of opinion against the action which

the Government proposes to take. In

fact, the condition of the Colony as the

Colony the Government would by no

means be justified in allowing this

ground to lie vacant. It should be

used for Government purposes if so required

or falling that it should be utilised for

the benefit of the Colony as the Govern-

ment proposes, especially in view, as your

Excellency pointed out of the important

urgent works which have become absolutely

necessary to meet the growing needs of the

Colony. Therefore, as the matter has been

fully discussed, on a previous occasion, I

certainly shall vote against the resolution

if it goes to the vote.

MR. GIBSON'S CHANGED ATTITUDE.

Hon. Mr Gibson—Sir, you referred to

a letter sent in which was also referred to

by the mover of the resolution as having

many influential signatures. I may say, Sir,

that I have signed that letter. Since then I

have changed my mind, and I am now going

to vote in favour of this ground, which

very largely exceeds anything I hoped they

would get. I will congratulate the Govern-

ment very much indeed if they will put

this sale through and receive the lakhs to

go towards the revenue of the Colony. We

have been hearing also from you, Sir, of the

urgent necessity to provide other public

works and the difficulties with which the

finance will have to be met. I cannot sup-

port the resolution, and I should like to

say I withdraw my signature to that letter.

A GARDEN NEVER CONTEMPLATED.

The Colonial Secretary—Sir, the mover

of the resolution said he was under the

impression that this particular site would

be reserved for public purposes, and that it

came as a surprise to him to learn there was

an intention of selling it. I cannot under-

stand, Sir, how he can have formed under

such an impression in view of the question

after question which has been asked on the

subject. In 1904 his very respected brother,

Mr Gershom Stewart asked: "The open

space in front of the Hongkong Club being

no longer used for the storage of cement

blocks, and the small railway to the Fraga

for the crane having been picked up will

the Government be able soon to allow the

Botanical Department to open up the space

for public use as a garden, as promised by

Sir Henry Blake on 20th July, 1903?"

Again at a meeting in February, 1908 Mr

Osborne asked: "Will the Government

cause this land to be laid out as a public

garden (laughter; Hon. Mr Osborne).

(Continued on Page 5.)

**GETTING WEAKER EVERY  
DAY**















## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL ON	REMARKS
LONDON, via SUEZ, PORT SAID, PAKO, ORSO, PORT SAID & MARSEILLES	ASSAYE Capt. OWEN JONES, R.N.R.	Neon, 16th April	See Special Advertisement
LONDON & ANTWERP	NILE Capt. E. P. MANNING, R.N.R.	About 20th April	Freight and Passage
SHANGHAI, MOJI, KOBE, BORNEO AND YOKOHAMA	DELHI Capt. W. H. S. HALL	About 21st April	Freight and Passage
SHANGHAI	DELHI Capt. G. W. GORDON, R.N.R.	About 28th April	Freight and Passage

E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec:
'EMPEROR OF CHINA' SATURDAY, 23rd APR.	'EMPEROR OF IRELAND' FRIDAY, 20th MAY.
'EMPEROR OF INDIA' SATURDAY, 14th MAY.	ALLAN LINE FRIDAY, 10th JUNE.
'EMPEROR OF JAPAN' SATURDAY, 24th MAY.	'EMPEROR OF BRITAIN' FRIDAY, 1st JULY.
'EMPEROR OF CHINA' SATURDAY, 4th JUNE.	ALLAN LINE FRIDAY, 22nd JULY.
'EMPEROR OF INDIA' SATURDAY, 25th JUNE.	'EMPEROR OF IRELAND' FRIDAY, 12th AUG.

'Emperor' Steamships leave Hongkong at 6.00 p.m. and 'Monteagle' at 12 Noon. Each Trans-Pacific 'Emperor' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The 'Emperors' of Britain and 'Emperors' of India are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Emperors' steamers of the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York \$45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street, and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To SAIL
HERCULES	3783	GEORGE BEEZACK	April 24.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most-luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	FOR	LEAVING
HAITAN Capt. J. S. ROSE	SWATOW, AMOY & FOOCHEW.	FRIDAY, 15th April, at 10 a.m.
HAIMUN Capt. J. W. EVANS	SWATOW.	SUNDAY, 17th April, at 10 a.m.
HAIVANG Capt. A. E. HODGINS	SWATOW, AMOY & FOOCHEW.	TUESDAY, 19th April, at 10 a.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	May 7	May 2nd, at Noon.
EASTERN	June 4	May 30th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-licences have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to

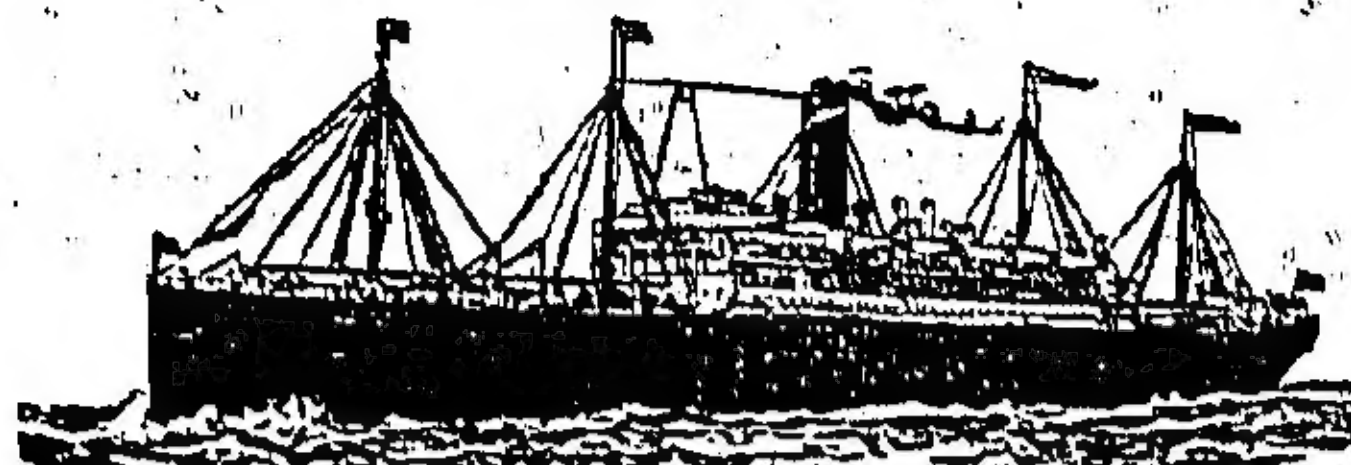
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	SATURDAY, 16th April, at 5 p.m.
TENYO MARU	21,000	SATURDAY, 23rd April, at 1 p.m.
KOREA	13,000	SATURDAY, 30th April, at 1 p.m.
NIPPON MARU	11,000	SATURDAY, 14th May, at 1 p.m.
SIBERIA	18,000	SATURDAY, 21st May, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 28th May, at 1 p.m.
CHITO MARU	21,000	SATURDAY, 4th June, at 1 p.m.

The P.M.S.S. MONGOLIA will be dispatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, April 16th, at 5 p.m.

Fares: Hongkong to London \$71 10/0. Including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 28th May, at 1 p.m.

Asia.....9,500 " SATURDAY, 18th June, at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, May 28th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

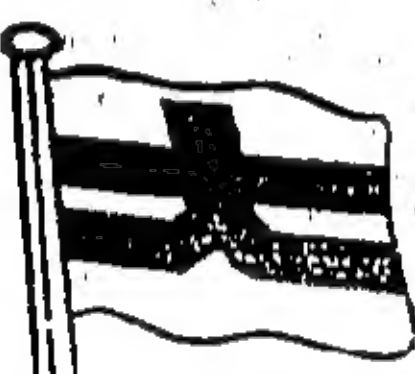
Hongkong to London via Canadian Atlantic Ports...\$43.

via New York...\$45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kina's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via MOJI, KOBE AND YOKOHAMA	SEATTLE MARU, Capt. T. Saito.	6,188	Wednesday, 20th April, at Noon.
Do.	CHICAGO MARU, Capt. I. Goto.	6,182	Wednesday, 18th May, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAKAO (Direct)	SHIBUTOBO, MARU, Capt. S. Atsumi.	FRIDAY, 15th Apr., at 4 p.m.
SWATOW, AMOY & TAMSUI	DAIJIN MARU, Captain Y. Kaburaki.	SUNDAY, 17th April, at 10 a.m.
SHANGHAI, via SWATOW, AMOY & FOOCHEW	BUJUN MARU, Captain Y. Fueno.	THURSDAY, 21st April, at 8 a.m.
SWATOW, AMOY & TAMSUI	DAIGI MARU, Captain M. Murayama.	TUESDAY, 24th April, at 10 a.m.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'Gonosu Maru' and 'Bosun Maru'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Hongkong, June 22, 1909.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ANZERS, GIBRALTAR, BOOTHAMPTON, ANTWERP & HAMBURG	PRINZ LUDWIG, Capt. von Binzer.	WEDNESDAY, 20th April, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	EUELOW, Capt. H. Formos.	WEDNESDAY, 20th April.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	COBLENZ, Capt. H. Raegenert.	FRIDAY, 22nd April, at Daylight.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. F. Iske.	SATURDAY, 30th April.
KUDAT AND SANDARAN	BORNEO, Capt. F. Seibull.	End of April.

For further Particulars apply to

Norddeutscher Lloyd.

MELOHERS & CO.,

General Agents, Hongkong & China

## THE RUSH OF THE RABBLE.

Under this heading we find the Straits Times writing editorially:—If any thoughtful citizen wanders through the new Singapore Arcade about noon, he may be tempted to exclaim, like Hamlet, "O, my prophetic soul, my uncle!" The Semitic race which, as everyone knows, has a kind of universal avuncular vocation, has taken to frequenting the shady precincts of the Arcade Palace and crying there to all and sundry that they show the way to paradise to anyone who makes a rubber share contract with them. They are pertinacious people, and they do not worry greatly about securities. With them in friendly co-operation are to be found some most accommodating gentlemen known as Chetties who lend at sight provided the interest is about a thousand per cent. We hear of one large firm which has just discovered that all its clerks are speculating briskly, and of another which can boast that even its tumbler are capitalists who dabble in stock exchange transactions. We hear also of gentle ladies rose-pink and sun-dyed, who have begun to find that bridge is tedious and chap Joe has a bore by comparison with the thrills that can be obtained by the help of the aforesaid avuncular persons. The mere commonplace man is content to buy his block of shares and sit tight until he sees a chance of selling at a profit. But the Arcade Exchange takes bold views. You can sign a contract to deliver shares at thrilling prices three and even six months hence which you have never bought and the kindly uncle will pledge himself without signing to get them for you at half the price he is prepared to swear they will stand at when you have to deliver. It is all very wonderful this rush of the rabble into the domain of high finance, and we begin to find our own knowledge of the game inadequate to the new conditions.

## THE POLAR CONTROVERSY.

Congress and Rear-Admiral Peary.

The sub-committee of the Naval committee of the House of Representatives decided on March 9 almost unanimously, against honouring Rear-Admiral Peary until he should submit proofs of his discovery of the North Pole.

Mr. Macon contributed to this result by declaring himself to be sceptical of Rear-Admiral Peary's claim.

The astonishing part of Rear-Admiral Peary's statement, argued Mr. Macon, was the number of miles travelled every day after Captain Bartlett had left him when he had no white man with him as a witness. His greatest marches were, singularly all north of Captain Bartlett's camp. Thereafterward he claimed to have averaged 28.4 miles a day until he reached the Pole, 44 miles a day on the way back to Captain Bartlett's camp, and 24.8 miles a day. The greatest speed made before Captain Bartlett left him was 9.06 miles a day; so that he must have made nearly three times as great a speed after as before in order to reach the Pole. Mr. Macon quoted Sir Ernest Shackleton and others to show that ten to 12 miles a day, or slightly over, were considered the limit of human endurance over Polar seas.—The Times Weekly Edition.

Mr. Samuel Montagu, Under Secretary for India, replying to Mr. Rees in the House of Commons, said the stoppage of recruiting of Indian indentured labourers for the Malay States was owing to the mortality among that class. The prohibition was intended to be permanent.

## ASAHI BEER.

## SAPPORO BEER.

TO BE OBTAINED FROM ALL WINE DEALERS.

SOLE AGENTS

MITSUBI BUSSAN KAISHA.

Hongkong, October 9, 1909 127.

A HISTORY OF UNION CHURCH.

By the Rev. G. H. BONDFIELD and DYER BELL, M.E.A.S.

Edited by Rev. C. H. HICKLING.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price...\$1.00.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price...10 cents.

FOR SALE

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FROM LONDON TO PEKING.

ACROSS SIBERIA IN 1908.

Price...50 cents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSIN via SWATOW, THOSAY & WATSAW.	CHONGSHING	SUNDAY, April 17, Daylight
SHANGHAI	HANGSHING	TUESDAY, April 19, at Noon.
SHANGHAI	YATSHING	THURSDAY, April 21, at Noon.
SHANGHAI, KOBE AND MOJI	NANSANG	FRIDAY, April 22, at Noon.
MANILA	YUENSANG	FRIDAY, April 22, at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	WEDNESDAY, April 27, at Noon.
MANILA	LOONGSANG	FRIDAY, April 29, at 4 p.m.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kutsang, Namsang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Sub. Exch. 4. Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

## CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	LIAN	April 17, Daylight
MANILA	WEI SHAW, CHENGO & TUNG	April 19, at 3 p.m.
TSINGTAU, WEI SHAW, CHENGO & TUNG	KWYANG	April 20, at 5 p.m.
NEWCHOWANG	ANHUI	April 21, at 4 p.m.
SHANGHAI	ANHUI	April 21, at 4 p.m.
MANILA, ZAMBOANGA, AND USUAL AUSTRALIAN PORTS	CHINATAI	April 21, at 4 p.m.
SHANGHAI	CHINATAI	April 21, at 4 p.m.
MANILA	CHINATAI	April 21, at 4 p.m.
SHANGHAI	CHINATAI	April 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LIAN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SURE STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SURE STEAMERS.—(S.S. Anhui, Chenan, Liann, Chinkan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$90.00 Return.

For Freight or Passage, apply to

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Telephone No. 35.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

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For

HANGHAI, KOBE AND YOKOHAMA

STEAMERS

TO SAIL

HAIRHAI, KOBE AND YOKOHAMA

STEAMERS

TO SAIL

HAIRHAI, KOBE AND YOKOHAMA

STEAMERS

TO SAIL

HAIRHAI, KOBE AND YOKOHAMA

STEAMERS

TO SAIL

HAIRHAI, KOBE AND YOKOHAMA

STEAMERS

TO SAIL

HAIRHAI, KOBE AND YOKOHAMA

STEAMERS

TO SAIL

HAIRHAI, KOBE AND YOKOHAMA

STEAMERS

TO SAIL

HAIRHAI, KOBE



# Shipping. **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

HOMEWARD PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

## **MARSEILLES & LONDON.**

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leaves	Connecting Steamers	Due	Due
to	Hongkong	Marseilles & London	(Brindisi 3 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	Saturday
ASSAYE.....7500	April 16	MARMORA.....10500	May 14	May 20
DELTA.....8000	April 30	MOORE.....11000	May 28	June 3
DELHI.....8000	May 14	MOLTAN.....10000	June 12	June 18
DEVANHA.....8000	May 28	OHIA.....9000	June 26	July 2
ARADIA.....6000	June 11	PERLA.....7951	July 10	July 16
DELTA.....8000	June 25	MAIWA.....9000	July 24	July 30
DELHI.....8000	July 9	MAOEDONIA 10012	Aug. 7	Aug. 13
ASSAYE.....7500	July 23	MOLDAVIA.....	Aug. 21	Aug. 27
DEVANHA.....8000	Aug. 6	MONGOLIA.....	Sept. 4	Sept. 10
ARADIA.....6000	Aug. 20	MAIWA.....	Sept. 18	Sept. 24
ASSAYE.....7500	Sept. 3	MOORE.....	Oct. 1	Oct. 7

Passengers change steamer at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (including Suez):  
1st Saloon.....£110 Single, £108.14 Return.  
2nd ".....£55.00 " £52.12 "

In addition to the above Mail Steamers the following:  
**INTERMEDIATE (Non-Transit) STEAMERS**  
WILL LEAVE FOR

## **LONDON.**

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leaves	Due
to	Hongkong	London
• NILE.....	April 20	June 5
• EADWIL.....	May 4	June 19
• ROBE.....	May 18	July 3
• PALAWAN.....	June 1	July 16
• BORNEO.....	June 15	July 30
• RIMLA.....	June 29	Aug. 13
• MALTA.....	July 13	Aug. 27
• ROMANI.....	July 27	Sept. 10

These steamers call also at Singapore, Penang, and at Marseilles.  
Fares to London (including Suez):  
1st Saloon.....£55.00 Single, £52.12 Return.  
2nd ".....£27.50 " £27.4 "

For further particulars Apply to  
**E. A. HEWITT**  
Superintendent.

# **CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	2540	A. Fraser	Manila	SATURDAY, April 16, at Noon.
ZAFIRO.....	2540	R. Rogers	Manila	WEDNESDAY, April 23, at Noon.

For Freight or Passage, apply to  
**Shewan, Tomes & Co., General Managers.**

# **NIPPON YUSEN KAISHA** (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KITANO MARU, Capt. F. E. Cope, Tons 9000 ITO MARU, Capt. T. L. Harrison, Tons 7000 HIRANO MARU, Capt. H. Fraser, Tons 9000	WEDNESDAY, 27th Apr., at Daylight. WEDNESDAY, 11th May, at Daylight. WEDNESDAY, 26th May, at Daylight.
VICTORIA, B.C. AND SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKO.	INABA MARU, Capt. K. Kawa, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 26th April, at Noon. TUESDAY, 24th May, at Noon.
VICTORIA, B.C. AND SEATTLE.	KAMAKURA MARU, Capt. K. Kori, Tons 7000	SATURDAY, 23rd April, from KOBE.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. Sekine, Tons 6500 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 15th April, at Noon. FRIDAY, 13th May, at Noon.
KOBE & YOKOHAMA.	HIRANO MARU, Capt. H. Fraser, Tons 9000	FRIDAY, 18th April, at 8 a.m.
BOMBAY, Via SINGAPORE AND COLOMBO.	MAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 19th April.
SHANGHAI, MOJI & KOBE.	BINGO MARU, Capt. S. J. G. Parsons, Tons 6000	MONDAY, 25th April.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 11th May, at Noon.

\* Fitted with new system of wireless telegraphy.  
\* Cargo only. \* Carries deck passengers.

## **CHEAPEST SUMMER RATES** BETWEEN

**HONGKONG AND JAPAN PORTS.**

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$120	\$110	\$100	\$90	\$80
2nd class \$80	\$70	\$60	\$50	\$40

With option of Rail between calling ports in Japan.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

**T. KUSUMOTO, Manager.**

## Shipping.



FOR  
STRAITS, OCEAN, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PRESIAN GULF, CENTRAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASSAYE, Captain OWEN JONES, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th April, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Marmora, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured. Bills and Valuable Mail Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. Calcutta, due in London on the 27th May, 1910.

Passage will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to  
**E. A. HEWITT**  
Superintendent.

Hongkong, April 7, 1910. 483

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship ARATON APOAR, Capt. W. D. A. Thomas, will be despatched for the above Ports on SATURDAY, the 18th instant, at Noon.  
For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd.**  
Agents.

Hongkong, April 13, 1910. 487

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship LIGHTNING, Captain A. E. GENTLE, will be despatched for the above ports on WEDNESDAY, the 20th inst., at Noon.  
For Freight or Passage, apply to  
**D. SASSOON & Co., Ltd.**  
Agents.

Hongkong, April 13, 1910. 488

FOR SINGAPORE, PENANG AND CALCUTTA.

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Hongkong, April 13, 1910. 488

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Hongkong, April 13, 1910. 488

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Hongkong, April 13, 1910. 488

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For Freight or Passage, apply to  
**D. SASSOON & Co., Ltd.**  
Agents.

## Notices to Consignees

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP, LONDON, MARSEILLES, COLOMBO AND SINGAPORE.  
THE Co.'s Steamship HIRANO MARU, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their disposal in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery or ship; otherwise they will be landed into the same Company's Godowns at owner's risk and expense.  
Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.  
Goods not cleared before the 20th April, will be subject to rent.  
No Fire Insurance has been effected.  
Damaged Packages may be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, April 13, 1910. 600

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship TENYO MARU.  
The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment and to take immediate delivery of cargo from alongside.  
Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.  
All cargo undelivered on TUESDAY, the 19th April, 1910, will be subject to rent.  
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, April 16th, 1910, at 10 a.m.

FRED J. HALTON, Agent.

Hongkong, April 11, 1910. 478

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF Cargo per Steamship HENRIE ISEN.  
The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment and to take immediate delivery of cargo from alongside.  
Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.  
All cargo undelivered on MONDAY, April 18th, 1910, at Noon, will be subject to rent.  
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, April 16th, 1910, at 10 a.m.

FRED J. HALTON, Agent.

Hongkong, April 11, 1910. 474

THE HONGKONG DOCK.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL'.

Price 30 cents.

To be had at the 'China Mail Office'.

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SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANAM, THAILAND, COCHINA AND JAPAN.

Entrusted to the Society of the 'MISSIONARIES'.

Translated by EDWARD HARTMAN PARKES and Reprinted from 'THE CHINA REVIEW'.

Price 50 Cents.

For sale at the 'China Mail Office'.

Wyndham Street.

HONGKONG TIDES.

The tide table given below has been compiled at the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-89.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which have been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 8 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 5 inches to the height given in the table.

April 10th to 22nd, 1910.

HIGH WATER.

Low Water.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

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Mean Time.

## Hotels

### KING EDWARD HOTEL

HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.  
PRIVATE BATH AND BUREAU ROOMS.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Fans (if required).  
Electric Passenger Elevator to each Floor.  
Table D'Hotel at SEPARATE TABLES.  
Tele. Address: 'VICTORIA', Hongkong.  
For Terms, etc., apply to the MANAGER.  
Hongkong, October 2, 1908. 1203

### 'BRAHMAID' PRIVATE HOTEL

STANDING in its own grounds with Tangle and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No. 890.

Apply to Miss F. W. WATTS, 'Brahaide', 54, Macdonnell Road, Hongkong, September 2, 1908. 1214

### 'KINGSCLERE' PRIVATE HOTEL

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Tele. Address: 'SACRAMENTO', A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine swimming for horses.

Proprietress, Miss F. SAUPE.  
Hongkong, September 1, 1908. 1108

### VICTORIA HOTEL

SHAMEN, CANTON.

Manager, Mr. H. HAYES.

Telegraphic Address: 'Victoria Shamien'.

Situated on the British Concession.

### MACAO HOTEL, MACAO

Telegraphic Address: Farmer Macao.

Situated in the Centre of the Praya Grand.

Both Hotels electrically lighted and under experienced European Supervision.

Guinea and Chinese Currency.

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